

Intimations.

W. BOFFEY & Co.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BRREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

[1635]

NOTICE.

THE ANNUAL SESSION OF HER MAJESTY'S JUSTICES OF THE PEACE will be held in the JUSTICES' ROOM, at the MAGISTRACY, TO-MORROW, the 12th day of November, A.D. 1896, at 2.30 o'clock in the Afternoon, for the purpose of considering the Undermentioned Applications for SPIRIT LICENCES for the Year 1896-1897:—

No.	Name of Applicant.	Whether before licensed.	Description of licence.	Sign of House.	Situation of House.
1	Joachim Gomes	Yes.	Publican's licence.	The Man at the Wheel Hotel	No. 306, Queen's Road Central.
2	L. P. Madar	"	"	The New Victoria Hotel	No. 9, Queen's Road Central.
3	A. Bejanjee	"	"	The Peak Hotel	Rural Building Lot 77, Peak.
4	L. M. Lobo	"	"	The Kowloon Hotel	Elgin Road, British Kowloon.
5	Hock Goo	"	"	The Grand Hotel	Nos. 240, 242 & 244, Queen's Road Central.
6	John A. Drewes	"	"	The Praya East Hotel	Nos. 38 & 39, Praya East.
7	M. Stenberg	"	"	The Colonial Hotel	No. 1, Jubilee Street.
8	I. Silberman	"	"	The Globe Hotel	No. 184, Queen's Road Central.
9	G. Neubrunn	"	"	The Land we live in Hotel	No. 118, Queen's Road Central.
10	Esther Oliver	"	"	The Travellers' Hotel	Nos. 12 & 13, Victoria Street.
11	W. Krater	"	"	The Rose, Shamrock & Thistle Hotel	No. 306, Queen's Road Central.
12	Anne Meluhsh	"	Adjacent licence.	The Criterion Restaurant	Nos. 21 and 23, Pottinger Street.
13	F. L. F. Bedford	"	Publican's licence.	The Western Hotel	Nos. 90 & 92, Queen's Road West.
14	Mary Peterson	"	"	The German Tavern	No. 268, Queen's Road Central, and also two upper floors of No. 266, Queen's Road Central.
15	J. W. Osborne	"	"	The Bay View Hotel	Shaokwan Road.
16	Frederick Bishop	"	Adjacent licence.	The Grill Room	No. 2, Queen's Road Central.
17	P. Bohm	"	Publican's licence.	The Windsor Hotel	No. 13, Queen's Road Central.
18	Henry Cook	No	"	Mount Austin Hotel	Victoria Peak.
19	Charles Mooney	Yes.	"	The Hongkong Hotel	Nos. 21, 23, 25 & 31, Queen's Road Central, and Nos. 1 and 3, Pedder's Street.
20	Muosa Mohamed	No.	"	The Stag Hotel	Nos. 148 and 150, Queen's Road Central.
21	A. Moir	Yes.	"	The Sailors' Home	Praya West.

Wm. C. H. HASTINGS,

Acting Police Magistrate.

Magistracy, Hongkong, 27th October, 1896.

[1706]

EYE-SIGHT

NOTICE.

MR. N. LAZARUS, Oculist-Optician, of LONDON and CALCUTTA, may be consulted for SPECTACLES at the HONGKONG HOTEL (Room No. 139).

FOR A FEW DAYS ONLY.

A great proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eye—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

HONGKONG HOTEL,

(Room No. 139).

Hongkong, 3rd November 1896.

[1697]

Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex S.S. *Nowshera* and *Pachumia*.

Optional Goods will be landed here unless Instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 17th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 11th November, 1896.

[1731]

FOR TIENTSIN.

THE Steamer

"CHING PING,"

Captn. Blake, will be despatched for the above Port TO-MORROW, the 12th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 11th November, 1896.

[1732]

Today's Advertisements.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"
FROM TACOMA, VICTORIA, YOKOHAMA,
Kobe and SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send to their Bills of Lading for committment, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 11th November, 1896.

[1634]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captn. McEldridge, will be despatched as above on WEDNESDAY, the 13th instant, at 3 P.M. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th November, 1896.

[1746]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the

Manager.

Hongkong, 3rd Nov. 1901.

[427]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House,

bought direct at first hand, imported in wood

and bottled by ourselves, thus saving all inter-

mediate profits, and enabling us to supply the

best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on

Application.

PORT after removal should be rested a month

before use. When required for drinking at

once it should be ordered to be decanted at

the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner

Wines of very superior Vintages. All are

true Xeres Wines.

CLARET.—Our Clarets, including the lowest

Priced, are guaranteed to be the genuine

product of the juice of the grape and are not

artificially made from raisins and currants,

as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be

pure COGNAC, the difference in price being

merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent

quality and of greater age than most brands

in the market. The SCOTCH WHISKY

marked "E" is universally popular, and is

pronounced by the best local connoisseurs

to be superior to any other brand in the

Hongkong market.

We only guarantee our WINE AND SPIRITS

to be genuine when bought direct from us in the

Colony or from our authorised Agents at the

Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 11th November, 1896.

[1741]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOVEMBER 11, 1896.

REUTERS' MESSAGE.

THE REVIVAL OF BUSINESS IN THE UNITED STATES.

LONDON, November 9th.

Since Mr. McKinley's election many factories are working overtime; mills employing 100,000 men have been re-opened, and a marked increased demand exists for wool and cotton.

LOCAL AND GENERAL.

LATEST news from Bombay states that the plague is dying out there, as well as in Calcutta. It has been decided to send a team of Australian soldiers to England in April next. South Australians will be included.

THE Eastern Telegraph Company on Nov. 2nd paid interest for the half year ending Oct. 31st on their 4 per cent. Mortgage Debenture stock. THE *Memnon* brought here this morning from Sandakan six lepers (Chinese) in charge of two members of the Sandakan Police Force. They have been passed on to the Lepers Asylum at Canton.

THE Wharf and Godown Company are exceedingly busy, all their wharves being occupied and necessitating the shuttling out of several ships, including the *Radnorshire* and the ever-popular "ocean greyhound" *Memnon*.

ACCORDING to latest advices from Java (29th October) a prolonged drought had done considerable damage to the crops in several provinces. Coffee, sugar-cane, tea, and rice crops were suffering severely from lack of rain.

SPEAKING of German colonisation schemes the Emperor William is reported to have declared that the present generation will not see the German colonies a success, and admits that his enthusiasm on the subject is now exhausted.

We now hear that Mr. W. H. Elton, chaplain of Sandakan, North Borneo, has been obliged to postpone his visit to Hongkong until the early part of next year owing to press of work in connection with the new church now in course of erection.

INSPECTOR MANN, armed with a search warrant, last evening visited No. 24, Jardine's Bazaar, and seized about 12 cabbages of native spuds. Two Chinese were arrested in connection with the matter and were before Capt. Hastings to-day, when a fine of \$50 each was imposed, in default three months' gaol.

MESSRS. MILLCHERS & Co. notify that, owing to the late arrival of the Company's chartered steamer *Daphne* from Japan, the departure of the N.D.L. liner *Prinzess*, for Europe, cannot be effected till to-night. Passengers are requested to be on board not later than 9 o'clock this evening.

It is reported that a German electrician has invented an apparatus called an "Automatische pfeifende plattenblitzschutzvorrichtung" which, being interposed, means a "cut-out," i.e. one of these devices employed to disconnect electric lamps or other apparatus from the circuit when the current is too strong for them.

It is stated in an Australian Press despatch, dated London, October 21st, that on Trafalgar Day "wreaths to be placed on the Nelson monument in Trafalgar Square were sent from Hongkong and Toronto." This is the first we've heard of Hongkong sending a wreath. We hope it is true, for, as we were prevented from duly celebrating the day here, so should have been done, the least that could be done under the circumstances was to send a wreath.

SHOCKING accounts of the havoc among cattle herds and grain crops in South Australia, through long-continued drought, were received by the *Atlas* this afternoon. The wheat crops have suffered irreparable damage; cattle are dying from starvation on many of the great stations, and in many cases cattle are turned loose over hundreds of acres of wheat crops because the latter are past redemption and the former are dying through starvation.

LATEST news from Borneo is to the effect that the notorious Mat Saleh is still at large roaming over the jungles of Borneo, in spite of the reward offered for his head and the efforts of the various expeditions sent to catch him. Those of our readers who have seen a Bornean jungle will fully appreciate the difficulty of pursuing fugitives through the forest where all the advantage lies on the side of the smallest party. Had a couple of Dyaks been sent in pursuit of Mat Saleh, instead of an expedition, the probability is that the reward would have been earned long ago.

The fourth "shoot" for the rifle presented by Capt. McCallum to the Field Battery took place on Saturday. There was a very strong wind and a nasty glare, in consequence of which the scores were under the average. Sergt. McPhail was again the winner, putting on a "possible" at 400 yards. The best scores were as under—

Sergt. McPhail	39	35	28	92
Gun. Gow	23	31	29	83
Sergt. Wylie	29	28	22	79
Sergt. Hayward	26	25	24	75
Gun. Doss	26	28	20	74

* Winner of spoon.

OUR Canton correspondent reports that the new Victoria is bitterly hated by the masses; that he messes and muddles up official business; is firm where he should be easy, and exhibits ferocity when he should exercise discretion and tact. Large quantities of arms and ammunition are said to be pouring into Kwangtung and Kwangsi; provinces through every available channel and the Viceroy is reported to be very uneasy because he has reason to believe the secret societies are very active throughout South China. It appears, in fact, that there is every prospect of the masses rising in the southern provinces in the near future and in such a determined manner that the insurrection will not be easily suppressed.

THE Po Leung Kak's new Home will be formally opened on Friday at 3.30 p.m. by His Excellency the Governor.

A GAMBLING case was called on before Capt. Hastings at the Magistracy to-day and remanded till Monday. This is the Gough Street case, where one of the gamblers received fatal injuries through falling from a balcony when attempting to escape arrest.

At last! The Chamber of Commerce has been notified by the Colonial Secretary that the Netherlands-India Government has rescinded the Quarantine Regulations imposed on vessels arriving at Netherlands-India ports from Hongkong and Canton.

SHING Tao-tai otherwise "Sheng Ching-ching," i.e. "the Court officer Sheng," was expected to leave Peking on the 4th instant, on route to Weichang, his present post as Director-General of the Hanyang Iron Works and coal mines of Hopeh. Sheng will probably spend the winter mostly in Weichang.

On the 26th ultimo it was reported in Sydney that the mission steamer *Dayspring* is a total wreck on a reef off the north-east coast of New Caledonia. Six of her crew are missing. The *Dayspring* was a new steamer belonging to the Presbyterian Mission and she was bound from Sydney to the Hebrides.

In reference to H.E. Li Hung-chang's alleged trespassing in the grounds of the Yuenmingyuen palace, the Board of Civil Appointments has reported that the proper penalty is the entire loss of all rank and titles, but the Emperor has mercifully commuted this to the loss of one year's salary. This in Li's case amounts to the equivalent of Tls. 25,000.

CAPTAIN PECHILL, King's Royal Rifle, and Captain Wigram, R.A., leave the Staff of the Viceroy of India at the end of the present season and rejoin their respective regiments. Lord George Murray continues on the Staff during the Calcutta season and Captains Grimston and Lord Fincastle shortly rejoin (from home) to replace Captains Pechill and Wigram.

At last a use appears to have been discovered for the pile of concrete blocks near new Pedder's Wharf, the sampan folk having utilised them as a recreation ground for their tows and livestock generally. Might we propose the erection of a few cattle pens and pigsties, as the rents derived therefrom might serve to defray some of the useless expense of which these blocks have been the innocent cause.

A REPORT has been received at Brisbane from Doctors Hunt and Collins, who were sent to America by the Queensland Government to investigate the tick pest. The Commissioners state that the disease which has caused such mortality among the cattle of Queensland is identical with Texas fever. In America its attacks are infrequent, and all the methods which have been adopted—medicine, inoculation, and dipping—have failed to eradicate the pest.

TO-MORROW afternoon, at Happy Valley, the Hongkong Football Club will play the Officers of the Garrison under Association rules. Club in colours; Garrison in white; kick-off at 4.40 p.m. sharp. The Club team will be composed of—

D. Wood, goal; J. R. Gillingham and T. W. Hornby, backs; H. W. Slade, F. H. Kew, and W. H. Pryce-Brown, R.M.L.I., halves; J. D. Danby, H. W. Looker (Captain), W. D. Mayson, F. B. Deacon, and G. W. Millward, forwards.

The Garrison will be represented by R. Alexander, R.B. C. Percival, R.B. A. D. Boden, R.B. J. H. Thresher, R.B. Capt. Baker Carr, R.B. E. C. Rowcroft, H.K.R., F. G. Anderson, H.K.R., A. D. H. Grayson, R.A., A. J. R. Greene, R.A., P. G. Davis, R.A., and Capt. Loveband, A.D.C.

A VERY spirited impromptu athletic entertainment took place at the Bellevue Hotel, Shanghai, on the 4th instant in the presence of about 60 spectators, when a coloured team from the U.S.S. *Darvill* and a blue-jacket from H.M.S. *Spartan* met to try conclusions for a stake of \$25 aside for the best out of five rounds. The "scrap" was held under the Marquis of Queensberry's Rules, and the gloves scaled for both men went to work most willingly from the start, but, says the *China Gazette*, it became very evident that the weight of the American sportsman told against the pretty style of the *Spartan's* representative, although it was not until the first stage of the fourth round that the Britisher retired from the fray. The next round in the ring brought forth a very little more for the defeated man, which was handed to him by way of a solatium.

M. SEIKINE, Prince Lobanoff's temporary successor at the Russian Foreign Office, is described as a diminutive and rather thick-set man of about sixty, with nothing remarkable in his personal appearance. One would pass him in the street without notice, but in his office or in a drawing-room the keen intelligence of his eyes, allied by gentle good-humour, at once attracts attention. His manner is self-possessed and calm. He speaks little and uses no gestures. An excellent listener, he evidently allows no inflection of voice or change of countenance to escape unobserved. He gives the idea of a man who pursues his end with unflinching determination. It is said that he combines great erudition with an abundance of common sense. Alexander III., to whom his simple habits were particularly sympathetic, often engaged in long conversations with the Under-Secretary, and appreciated highly both his prudent counsel and his sterling probity.

A FLEETICITE was recently taken on behalf of an American periodical, to find out the reasons why men do not go to church. One hundred were asked, and the results were as follows: Four men did not believe in a future life; six had been "churched to death" while young; three had only occasional Sundays off; and then stayed at home to care for the sick, to let the wife go to church, or to do work at home; eleven worked for railway companies, and said they had no opportunity of attending church; three street railroad men (such as in England would be called tramway men) were in the same case; two livery stablemen were specially busy on Sundays; fourteen were careless and indifferent; thirty-seven worked in mills, foundries, and in stores long hours, and were so ground down that they had lost faith in God and in humanity; twenty professed to have had experiences which had led them to believe that churches and churchgoers were sham. Staying at home "to let the wife go" is not half bad.

In a paragraph headed "Her Majesty's Eyesight," the *Medical Press and Circular* says: "The fact that the Emperor's eyesight, the delicate German oculist, has been to see Her Majesty has given rise to alarming rumours in Court circles, and a rumour has gained ground that an operation for cataract would shortly become imperative. We learn, on what we believe to be trustworthy authority, that there is no ground for this sinister report. Her Majesty's sight has been falling for some time past, but the diminution of visual acuity has only been, in nature and degree, what one expects to find in elderly people *passim* with the gradual decrease of functional activity generally. This condition implies no defect of the organ of vision beyond that which can be corrected by glasses, nor does it justify the assumption of constitutional weakness."

HISTORY IN NEGATIVES.

We have received a special number of the *Dundee Courier*, containing an eight page supplement which is devoted to a sketch of its own history (it having just attained its eightieth birthday), and part to an interesting record of the Queen's long reign. From the latter we make an extract showing that eighty years ago there were:—

No Sewing Machines.	No 30-Knot Torpedo Boats.
No Trams.	No Free Education.
No Hansoms.	No Electric Light.
No Trains.	No Electric Motors.
No Steam Machinery.	No Police Car.
No Motor Cars.	No Electric Light.
No Locomotives.	No Electric Light.
No Pneumatic Cycles.	No Electric Light.
No Pneumatic Tyres.	No Electric Light.
No Photographs.	No Electric Light.
No Type-Printing.	No Electric Light.
No Electric Light.	No Electric Light.
No Electric Motors.	No Electric Light.
No Police Car.	No Electric Light.
No Dining Saloon.	No Electric Light.
No Electric Light.	No Electric Light.
No 60 Miles an Hour.	No Electric Light.
No 22 Knot Steamers.	No Electric Light.
No Electric Light.	No Electric Light.

What, one wonders, will the next eighty years produce? "Prevention is better than cure."

A CHINESE CREW IN COURT.

THE "MUNCHOW" AGAIN.

SAILORS WANT THEIR PAY.

At the Magistracy to-day, before Capt. Hastings, 31 Chinese members of the crew of the Chinese steamer *Munchow* were charged with disorderly conduct on board the vessel in Hongkong harbour.

Through Inspector Quincey, the defendants said they were not guilty of disorderly conduct, but had only demanded their wages and asked that they should be discharged at Shanghai.

Johannes Frahm, master of the vessel, deposed that the crew were not on articles but were under a verbal agreement. He engaged the sailors and the firemen were engaged before he joined.

NEWS BY THE AUSTRALIAN MAIL.

The Eastern and Australian Co.'s steamship *Albatross*, Capt. W. Ellis, from Sydney and ports, arrived in harbour this afternoon. For the subjoined telegrams we are indebted to our Colonial exchanges.

LONDON, October 18th.
An extraordinary murder has been committed in Germany. Lieutenant Brusewitz was sitting in a café at Calcutta, when an engineer accidentally touched his chair. The engineer declined to apologise, whereupon Lieutenant Brusewitz placed his hands on the table and ordered the waiter to bring a glass of wine. The waiter brought the glass, where he killed him with his sword. Lieutenant Brusewitz then remarked that his honour was saved.

A British vessel has been pillaged by Riff pirates off the coast of Morocco, in the Mediterranean.

October 19th.
Mr. Altgeld, the Governor of the State of Illinois, has delivered a violent speech in New York in favour of Socialism. In consequence of this many of the supporters of Mr. Bryan, the Democratic candidate, have been alienated from his cause.

Mr. Millot, Minister for War in the French Cabinet, has cancelled the Army Estimates for 1900,000,000. The Budget Committee insists on a reduction of another 13,000,000. (250,000).

Mr. G. W. Smalley, the New York correspondent of the *London Times*, states that the treaty between Great Britain and the United States has not been advanced during the past three months excepting that the interviews which took place between Mr. Chamberlain, Secretary of State for the Colonies, who recently visited America, and Mr. Richard Olney, United States Secretary of State, have minimised the settled district difficulty.

October 20th.
The Duke and Duchess of Bedford have both been injured by a carriage accident.

October 21st.
A great and enthusiastic meeting has been held in London to protest against the Armenian atrocities in Turkey. Numbers of Bishops and other religious leaders were present, as well as peers and other representative persons, and letters of sympathy were received from other prominent persons and prelates. A letter from Mr. Gladstone read to the meeting evoked tremendous enthusiasm. The meeting passed a resolution denouncing the Sultan, and appealing to the Great Powers to use every means to enforce reform in Turkey.

Lord Salisbury has published a letter in which he states that Great Britain can take no isolated action against Turkey, and he regrets that he is unable to speak freely as to remove the mistaken impression as to the inaction of the Powers.

Nelson's statue in London was decorated on Wednesday, the occasion of the anniversary of the Battle of Trafalgar, and all the newspapers published patriotic articles, in which they insist on further increases being made to the British Navy.

A Russian paper, the *Viedomosti*, has published terrible details of a fresh massacre of Armenians in Asiatic Turkey.

ADelaide, October 16th.
Doleful accounts as to the state of the country districts continue to reach Adelaide. The *Register* relief fund has already reached nearly one thousand pounds.

Gold to the amount of nearly £1,000,000 was withdrawn from the Bank of England on Tuesday for America.

A tremendous fire has taken place at Kalgoolie, by which a number of shops were totally destroyed. The estimated loss is £10,000.

Turkey is levying a new war tax, but the representatives of the Great Powers at Constantinople demand that it be discontinued.

The situation in the East is still regarded as critical. Negotiations are proceeding, but no definite and solid course of action has yet been agreed upon.

FIGHTING IN NORTH BORNEO.

ATTACK ON MAT SALEH'S STRONGHOLD.

We learn from a private letter to a resident of Singapore, that on the 23rd September (an auspicious date) three North Borneo officials, Messrs. Flyn, Dunlop, and Little, with their police force, attacked the fort erected by Mat Saleh, the notorious brigand, outlaw, and murderer, and compelled him and his followers to take to flight. The attacking party found this work a tough nut to crack. On one side the stockade was a ditch. The ground all round was covered with that well-known and dangerous form of obstacle known to Malays as "ranjau," these being sharp slender spikes of bamboo stuck in the ground at an angle. In spite of all caution in the advance four men were wounded by these. At the angles of the stockade were four watch-towers with thick walls and loopholes for rifle fire. In the middle stood a long barack to accommodate the "garison." On the night following the attack, finding it too hot to stay, Mat Saleh and his people went off peacefully, leaving several dead unhurt. They are now in full flight across country and 50 Dyak scouts are after them to locate their next stronghold or bring them to bay, when they can be eventually dealt with by the main body. The captured stockade was burnt. Mat Saleh lived on the superstitions of the natives and every one of his main hosts has been destroyed without the loss of a single man. The Government since the expeditionary party came on the scene and adopted active measures. — *Singapore Free Press*.

LATER.
The *North Borneo Herald* of the 1st November, received to-day by the *Memnon*, has the following on this subject:—

Despatches from Mr. W. R. Flint commanding the expedition for the suppression of the trifling disturbances caused by Mat Saleh are to hand under date of 14th October. From these it appears that a party of Dyaks sent out from Pomenakan Lingkabau, Sabah, reported on the 11th that a party of natives had been seen who ran away after throwing a spear at the leader of the party. A party of 20 men was then despatched under Mr. A. R. Dunlop and on the 13th he returned with 5 natives, men and women, whom it was intended to utilise as messengers to the river people to induce them to come in on the assurance of peaceful treatment.

A second party of 22 Dyaks, which had left on the 1st October, returned on the same date with definite information of Mat Saleh's whereabouts. In the house of a petty chief named Madras on the Sunsum. None of his family were with him, nor had any followers. The house was attacked, but found to be deserted. Mat Saleh having evidently got information of what was afoot. A house in the same kampong, which some of his followers occupied, was then attacked and 9 of the defenders were killed. Mat Saleh had left the kampong during the night.

A number of natives have tendered their submission, and when assured that Mat Saleh, whom they accused of robbing them, was dead, could not further harm them seemed quite satisfied. Some of these men were availed of to send to the chiefs on the Lingkabau, ordering them to come to the Kuala as to be beyond Mat Saleh's influence.

FRENCH TRADE WITH SOUTH CHINA.

HOW THE GOVERNMENT FOSTERS IT.
The French Government does its best to foster French trade with the South of China, as the following letter recently addressed by the Minister of Commerce and Industry to the Presidents of the French Chambers of Commerce shows:—

"Mr. President,
"As you know, the delimitation and commercial conventions signed at Peking on the 20th of June, 1895, between France and China have opened to Franco-Annamite commerce the Chinese cities of Lungchow in the province of Kiangsi, and Ningpo and Swatow in Yunnan.

"Among other things, it has been agreed between the two contracting parties that the point open to commerce on the river route from Loak to Mongtze is to be no longer Manho, but Hoken. "Subsequently to these conventions, the French Government has obtained from the Chinese Government the concession of a railway which, as it connects itself with the prolongation of the Lungchow line, will put Lungchow in direct communication with Pekingthong, that is to say, with the port of Haiphong.

"This line, no maximum time stipulated for whose completion is three years, will apparently be finished much sooner, and in any case, private enterprise should begin to employ itself at once in realising the advantages of the relations already established with Lungchow, and which must develop when the railway reaches that point.

"My department and the Colonial Office cannot do too much to draw the attention of French trade to the advantages which the Tonkin route will soon offer over any other to the commercial movement which will take the route by Pekingthong-Canton.

"The Minister of the French Republic at Peking agrees with the Colonial Minister in thinking—and this opinion is corroborated by the annexed extract from the report for 1895 of Mr. Clarke, Acting Commissioner of Chinese Customs at Lungchow—that no method to the attainment of this could be more convincing and more decisive than the establishment in Lungchow of French houses which, by conducting their traffic by Haiphong and the Tonkin route, should give to the natives the practical example without which it is not in their nature to try an experiment of this kind.

"I have the honour to beg you, Mr. President, to be good enough to make known to the manufacturers and merchants within your sphere of action, who desire to secure or extend their business relations with Southern China, the new condition of things which cannot but be profitable to our commercial interests in this part of the world, particularly if their enterprise results in putting the finishing touch to the persevering efforts which our diplomacy has achieved to assure to French commerce the advantages which flow from the Conventions of the 20th of June, 1895.

HENRY BOUCHER."

THE GOORKHA TRIBUTE MISSION OF 1896.

SHANGHAI, November 6th.
Some two months ago, we noted the arrival at Peking of the Nepalese Tribute Mission, which is sent by the King of the Goorkhas once in ten years. The mission consisted of thirty-two members including the two Envoys, one of whom has since died, and there was also a "following" of twenty odd Goorkhas, who were apparently traders, who had brought their wares and merchandise to Peking for sale. After presenting to the Emperor their tribute of elephants, tigers, gold dust, and gold brocade, and a letter from the King of the Goorkhas (this is the only title known to the Chinese official vocabulary) acknowledging the King's salute, the Envoys and their suite were almost daily fettered and taken about sight-seeing by special officers deputed by the Mongolian Superintendency, and they will now be able to return home and recount the magnificence of the "glorious" city of Peking, to their wondering countrymen and tell them that "it took the mission six months to travel from the south-western confines of the empire of China to the northern capital and yet required several months more in order to get to the uttermost north-eastern confines of that vast empire." On the 10th of August last the Goorkha Envoys in China were notified by the officials of the Imperial Household Department to assemble his "following" for a trip to the Southern Lake Palace outside the west gate of Peking; for there they were to be given certain presents graciously ordered by his Imperial Majesty the Emperor, preparatory to the permission to return to their own country. On the morning appointed, the Goorkhas, the Envoy in a four-wheeled green sedan chair, and the rest either in horse or mule carts, numbering in all nearly sixty persons, started from the Tibetan Envoys' Hall, attached to the Mongolian Superintendency, where they had been lodged at government expense ever since their arrival at the capital, and wended their way to the Lake Palace above mentioned. The official members were admitted within the walls of the sacred precincts, but the traders could only gaze into the extensive grounds from afar—at the entrance gates. Having assembled within the portals of the great hall of the Palace, the Goorkhas prostrated themselves before the emperor, who was then interpreted by a member of the Superintendency to the hearse. The Emperor had graciously given them 1,000 in silver sycee, four complete suits of fur, cotton-wadded, and gauze robes to each member of the mission, besides pieces of silk pongees and gauze, and Peking curio, the quantity and quality of the gifts being according to the rank of the recipients. Special carts were then ordered from the Palace to carry the presents of his Majesty the Emperor, whom only the Envoy had the honour of seeing but once and that was when he presented his Royal master's letter of allegiance upon arriving at Peking. Shortly after sending off the presents to their place of abode the Goorkhas were taken to a hall about a quarter of a mile distant from where the Emperor Kung Hsi was supposed to be seated—we say "supposed," for he was really invisible to the eyes of the Goorkhas and their interpreters, the regular three prostrations and nine bows, as a token of reverential thankfulness for the gracious bounty of the Emperor of China. The act of obsequiousness, the Envoy was made to understand that he had permission to return to Nepal as soon as the necessary conveyances for his large party could be prepared by the Mongolian Superintendency. — *N. G. Daily News*.

NORTE BORNEO NOTES.

SANDAKAN, November 1st.
The suspension of the rice duty locally has given great satisfaction to the natives.

Mr. Penney, the Postmaster-General, returned to this port, with his bride, on the 21st ultimo. Mr. Charles Mitchell made a handsome donation to the Church Building Fund before he returned to the Straits from Sandakan. It was the more generous as he was not asked to subscribe.

Mr. MacColloch, late of the *Rams*, and his wife, arrived by the *Huaka* to take up their residence in Sandakan. Mr. MacColloch will take charge of the *Normanhurst* on Captain Pior's transfer to the new steamer now building.

Another marriage, that of Mr. Greig, chief engineer of the *Deucalion*, will shortly take place in Sandakan. We may, by the way, congratulate that gentleman on his well-earned promotion from second of the *Hemion*.

Past night in British North Borneo have been granted respecting the Census process of preparing that to which much reference has recently been made in these columns.

Captain Barnett has, we hear, resigned his appointment as Commandant of the British North Borneo Constabulary. He was a man of undoubted courage and a good disciplinarian, and his resignation is a distinct loss to our limited official personnel. It is said that he will take service in South Africa.

The second annual general meeting of the Sabah Steamship Co., Ltd., was held at the Company's offices, Sandakan, on the 9th ultimo. The accounts for the year, though not quite so satisfactory as might have been anticipated, still show cause for congratulation, and it is satisfactory to note that the Company has seen its way to build a new vessel—the steamer *Lagan*—and a considerably larger craft than either of their present boats. She is expected to arrive here about the end of the month.

Mr. Schuck, lately in charge of the telegraph construction, late of a strong experience in the natural history which some people would hardly credit. He says he saw recently on the Padas a very large snake coiled on a branch overhanging the river. He was on the lookout for a meal, and a crocodile quietly swimming along passed under the tree, when the snake seized him by the back. Upon this the crocodile used his best endeavours to escape, but the snake having a firm hold of the branch, would not let go, and a fair trial of war took place eventually resulting in the "croc" pulling the snake in two. Can any one tell us of their having observed a similar sight? — *Herald*.

THE SHANGHAI RACE.

The following is the return of the winning owners, riders, and ponies in the 26 flat races of the recent meeting.

Owner.	First.	Second.	Third.
Mr. John Peel	5	4	4
"Tin Wo	3	0	0
Duplex	2	0	0
Ring	2	1	4
Dryadist	2	1	0
Robson	2	1	0
Hampton	2	0	0
Henry Morris	2	0	0
Linton	1	2	0
Sandow	1	2	1
Toez	1	2	0
Messrs. Kanack & Oswald	1	0	2
Mr. Common	1	0	2
Messrs. Mustard & Ambrose	1	0	0
Mr. Freddy	1	0	0
Kanack	1	0	0
Oswald	0	2	0
R. C. Renny	0	2	0
Crawford	0	1	1
Fourman	0	1	1
Fontenrose	0	1	0
Midgley	0	1	0
Fernando	0	0	3
Franklin	0	0	2
Messrs. Freddy & Co.	0	0	2
Mr. Speedwell	0	0	1
Sturgis	0	0	1

* One dead heat.

Riders.	First.	Second.	Third.
Mr. C. R. Burdell	9	4	1
Dallas	7	2	3
Maslet	3	3	2
Gresson	2	1	2
Reed	1	5	1
Renny	1	3	0
Midgley	1	2	5
M. Jones	1	2	0
Macchido	1	1	1
W. W. Cox	1	0	0
Williamson	0	1	0
P. A. Cox	0	1	0
Reynold	0	0	3
Crawford	0	0	1
Meyerink	0	0	1

* One dead heat.

Ponies.	First.	Second.	Third.
Holstent	3	0	0
The Broker	2	0	0
Black Chief	2	1	0
Arlet	2	0	0
Blackberry	2	0	0
Slander	1	2	0
Heathcote	1	2	0
Zebras	1	1	3
Sinbad	1	1	0
Pleasance	1	1	0
Cleare	1	0	2
Reiter	1	0	2
Reynolds	1	0	2
Zenith	1	0	1
Chiefo	1	0	1
Orion	1	0	1
Clyde	1	0	0
Merrimas	1	0	0
Compromise	1	0	0
Shiney William	1	0	0
Keoneth	1	0	0
Benjell	1	0	0
Benjell	1	0	0
Ravallum	0	2	0
Black Slipper	0	2	0
Tocin	0	2	1
Sans Doute	0	1	1
Slender	0	1	1
Gipsy	0	1	0
Blash	0	1	0
Comet	0	1	0
Bumbar	0	1	0
Highlander	0	1	0
Pal	0	1	0
Romulus	0	0	2
Promises	0	0	2
Jack Sprit	0	0	1
Krisna	0	0	1
Vaquero	0	0	1

* One dead heat.

BRITISH TRADE AND THE YELLOW RACE.

BY E. JEROME DYER.

(Continued from the 9th instant.)

The *Times* reported recently (from its Melbourne correspondent) that a Mr. Audley Coote, a recent member of the Tasmanian Parliament, had just returned from Japan, and that he was much struck with the efforts which the Japanese were making in the direction of "civilizing." In the vessel by which he arrived from Japan he was accompanied by an officer of the Japanese Intelligence Department, who was visiting Australia for the purpose of reporting to his Government upon the opening in the Colonies for Japanese products and manufactures.

The *Japan Daily Advertiser* of February 13th, this year, a newspaper rather antagonistic to native Japanese, had a leading article, in which the following remarkable extract appeared:—"A few months ago an American with commercial instincts arrived in Yokohama with a collection of American samples sufficient to stock a country fair. He announced that he had come to Japan to build up American trade. He did not remain long, however, and now it is advertised that he has turned up in San Francisco with a stock of samples of manufactured Japanese goods, prepared to knock out the American market. He is able, he says, to lay down all sorts of goods in California from 30 to 50 per cent. less than the same class of articles can be manufactured in America. He proclaimed that, amongst other things, he could place in San Francisco a Japanese-made bicycle as good as a high-grade American machine for £2.10s."

The same article states that the attention of the American merchants and manufacturers is being anxiously directed to the rapidly increasing imports from Japan of cotton goods, manufactured silks, rope, jute, carpets, bags, from manufactures, machinery, buttons, brushes, watches, clocks, bicycles, clothes, and rubber goods.

The *Japan Mail* of April this year announced that a Japanese steamship company had been promoted to start a line of steamers between Japan and Canada, and another with San Francisco. That an influx of Japanese manufactures into Canada and the States is imminent is the opinion of both the Japanese and American newspapers, so much so that early in February this year it was proposed to hold a gigantic convention in Chicago of manufacturers from all parts of the States to consider this question. Five thousand delegates were expected to attend.

What the Japanese threaten in America is just as possible, and from all appearances equally certain, to happen in Australia. But the Australian Governments do not like the prospect, so much so that last March a conference of Australian Premiers in Sydney stoutly rejected the Anglo-Japanese Treaty on the grounds that "they did not consider it advisable for the Colonies to be flooded with cheap labour and cheap Japanese manufactures." But this resolution, more blunt than courteous, cannot stop the influx of the products of Japan's industries millions. The only thing that could do this, and then only partially, would be differential taxation, but that would be a grave if not an unconstitutional step.

The principal exports from Japan of those articles which affect British trade and in which there will be increasing competition from the Japanese in the Australian, West Canadian, Indian and other Asiatic markets are as follows:—

Articles.	£ value, 1895.	£ value, 1896.
Coal	823,852	617,249
Copper, raw and manufactured	558,747	586,132
Antimony, raw and manufactured	31,409	23,549
Brassware	8,800	—
Cotton Piece-goods	261,462	139,166
"Yarn	112,068	—
"Hemp and Jute Cords	177,221	50,222
Silk, raw, waste, &c.	5,114,984	4,047,702
"Piece-goods	1,083,009	580,336
Handkerchiefs	578,405	499,643
Matches	506,222	453,285
Porcelain and Earthenware	211,798	208,670
Umbrellas, European	79,649	75,500
Sulphuric Acid	8,365	—
Sulphur	32,832	30,596
Beer and other Liquors	14,800	—
Salt, iodine	11,000	—
Woolen Furniture, &c.	43,155	33,776
(not bamboo)	37,514	26,796
Glassware	21,400	—
Hats and Caps	374,832	220,308
Mattings and Floor Mats	54,017	25,800
Paper, printing and other	—	—

Many of these exports are, so far, insignificant in quantity, but they show a remarkable increase in the two years quoted, during which time the Japanese were preparing for, engaged in and recovering from a memorable struggle with China, in which the whole resources of the country were brought into requisition. Besides, most of these industries are only of a few years' growth, and present an enormous potentiality of small but swiftly growing surplus that has arisen after local demand has been supplied. The Japanese are by no means restricting themselves to the manufacture in which they already do a foreign export trade. They are already manufacturing, for local supply, clocks and watches, cabinet organs and violins, scientific instruments and photographic cameras and wares, and now is just to hand the formation of a great toy-manufacturing company.

Portugal, as these newcomers enter the competitive arena, are they form an atom to the element which the Chinese promise to the near future. At present this heaving mass of misdirected industry slumbers for want of purpose and leadership, but the hundreds of thousands who have wandered into other lands have quickly developed those qualities which will make the whole race the fear and pest of future civilization. They are quickly and speedily dislodging their "old masters" in every part in the Pacific where they are permitted settlement. The majority of local industries are in their hands, and the whole trade would be theirs were they experienced in and able to undertake business relations with foreign countries. This, however, is also changing in the Java ports, Singapore, Bangkok, Hongkong, Manila, and Shanghai, and the time is not far distant when the only Europeans in those parts, and other parts in Eastern Asia, will be officials and a handful of representative agents.

This article is already far exceeding the length intended, but I would like to quote, in conclusion, the opinion on this subject of Professor Charles H. Pearson, who was a man of singularly clear judgment, gifted intellect, and depth of insight. He predicted in his "National Life and Character—A Forecast," published in 1893, the opening up and awakening of China, and the eventual supremacy, or close rivalry, as an industrial power of the Yellow Race. It may be pointed out in confirmation of this that the Japanese have already shown a striking potentiality in this direction. But Professor Pearson was in his most prophetic mood when he declared that "it was the industrial competition of the Chinese" that he most feared, "combined with the gradual but sure expansion of the 'Yellow Belt' which will," he says, "envelop the entire race in the Temperate Zone."

Authorities like Sir Alfred Lyall, and the American missionary, Mr. Smith, have borne ample testimony to the fact that the industrial capacity of the Chinese is as unimpeded as ever. I call particular attention to the testimony of my friend and old pupil, Dr. Morrison (author of "An Australian in China") on this point. Surely, in the face of these facts (and) it seems not unreasonable to suppose that a nation like the Chinese may one day develop into a fighting power not inferior to that of our Oriental race who have just awakened into life and ambition before the eyes of a wondering world, and driven Western nations to take counsel whether Japanese civilization is not destined to alter the plans of Western diplomacy.

Reviews and Critical Essays, by Charles H. Pearson, edited by H. A. Strong, M.A., L.L.D. (pp. 36-37).

LEGAL NOTINGS.

THE PRESS AND THE PROPAGATION OF CRIME: At the Congress of Criminal Anthropology recently held at Geneva, Dr. Aubry made some remarks on the important question of the aid the press is alleged to give to the propagation of crime. In his opinion the press is unfortunately the greatest cause to those who are studying the methods of criminal proceedings. The detailed accounts of trials teach malefactors all the weak points of the law and all the best methods of avoiding justice, and by little patient study an ordinary criminal of little or no education is able to educate himself by means of the experience of his less fortunate brethren. As Dr. Aubry says:—"The newspaper admirably points out to clever people how they may succeed in walking without risk on the margin of the Criminal Code and how they may avoid or circumvent some dangerous clause. There is also another side of the question, and that is the effects which criminal details produce on those whose nervous systems are unstable; they may naturally have no tendency to crime at all, but continually reading about it may easily excite them and pave a dangerous incentive to many bad deeds which would otherwise have been unthought of. It is most desirable that the details of criminal reports should be judiciously cut down before publication."

A UNIQUE SCOTCH CASE: A curious case came before Under-Sheriff Burchell at the Sheriff's Court. A Mr. Whyte sued Lord Balfour of Burleigh, Secretary for Scotland, for damages caused by the defendant for having wrongfully refused to report in terms of the Secretary for Scotland Act, 1885 and 1887, on the fraudulent misconduct of Lord MacLennan, the acceptant of the Court of Session in Scotland, in falsifying his official accounts. The cause of action, if any, is certainly of a novel kind, and relates to Scottish affairs. Mr. Whyte has already made a personal application for a *mandamus* to make a report of the kind above mentioned. The ground of application of his application was that the writ of *mandamus* is not granted to a superior in person, but Lord Balfour intimated as his opinion that the Secretary for Scotland had no power to make such a report, and that the claim was for the Scottish Courts to determine. Not discouraged by this intimation, Mr. Whyte sued Lord Balfour, who, for some occult reason, failed to enter an appearance, so that the plaintiff was able to obtain a writ of inquiry as to the damages sustained, and the matter at chambers, on application, to set aside the interlocutory judgment by default, held that it should be dealt with by the under-sheriff—a somewhat remarkable proceeding. The result is that the plaintiff went down to try the question of damage, but the Treasury obtained an adjournment, with a view, apparently, of trying the case in the High Court, on terms of payment of the plaintiff's costs. The whole affair, unexplained, points to considerable neglect and muddle in the defence of an officer of State in respect of his official acts and details. — *Law Journal*.

SURVIVING SEAMEN: *The Hongkong (S.)—British Press* (2nd October)—William D. McKenzie, a boarding-house keeper, of 1, Camden-terrace, Derby-road, Beattie, appeared to answer six summonses, three charging him with unlawfully supplying three seamen named Barrett, McFarlane, and Hancock for the steamer *Irithlington*, at Fleetwood, contrary to Section 112 of the Merchant Shipping Act, 1894; and three charging him with receiving 17s. 6d. from Hancock, £1 2s. 6d. from McFarlane, and £1 1s. 6d. from Barrett, not being fees authorised by the Act, for providing them with victuals, contrary to Section 112 of the Merchant Shipping Act, 1894. McKenzie took the three seamen into his boarding-house, offering to find them a ship. He supplied them with a kit, and on 11th August took them to Fleetwood, where they signed on the *Irithlington*, also signing advance-notes for the sums mentioned, which they handed over to McKenzie. The men stated that they were told by McKenzie that the ship was going to the Baltic for a three months' voyage, but they found on signing that the ship was bound for Bilbao, which was only three weeks' voyage. Consequently on their return they had practically no money for themselves. They declared that the kits with which McKenzie supplied them were of poor quality, and, certainly not worth more than 20s. They admitted that a "runner" took them to McKenzie's place, but whether he was a servant of McKenzie's they could not say. For the defence it was contended that McKenzie did not supply the men to the ship, and if anybody did it was the "runner," who was unknown. McKenzie supplied the men with board and lodgings for one night, with a rig-out, and conveyance to the station, and he went with them to Fleetwood simply to get the amounts named as remuneration for the goods he had supplied, and the expense of boarding, etc. The men had told the Board of Trade officer before they left Fleetwood that they were perfectly satisfied. The Bench found that defendants did supply the three seamen within the meaning of the Act, and they fined him 10s. and costs in each case. In the other cases under Section 112 they were of the opinion that he did not receive remuneration for finding seamen employment, and accordingly those summonses were dismissed. — *Pictorial*.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 31st October, 1896. [1730]

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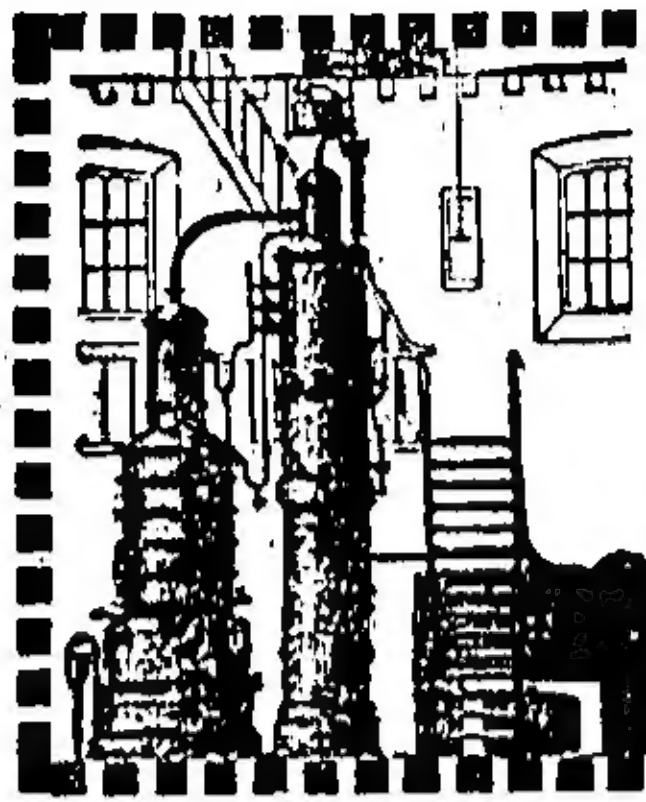
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Auction.



GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 16th day of November, 1896, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 31st October, 1896.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 16th day of November, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upper Price
1	Inland Lot No. 293	South of Sheung Kwan Road, 150 x 150	22,500	54s	1,750

STEAMERS.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
Monmouthshire | Saturday... | 14th November.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE" will be despatched for VICTORIA (B.C.) and PORTLAND OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 14th November.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 26th October, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship.

"TEUCER," will be despatched as above on WEDNESDAY, the 13th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th November, 1896.

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alteration.)
JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOI, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.

S.S. "Federation" ...	to JAVA	Nov.
S.S. "Germania" ...	to JAVA	Dec.
S.S. "Germantia" ...	to JAPAN	Nov.
S.S. "Catharina" ...	to JAPAN	Dec.

General Agents for China & Japan,
LAUTS, WEGENER & Co.,
Hongkong, 31st October, 1896.

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STEAMERS.

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship.

"SARPEDON,"
Captain Gier, will be despatched as above TO-MORROW, the 12th instant, at Daylight.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th November, 1896.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOI AND FOCHOW.
THE Company's Steamship.

"NAMO,"
Captain Hall, will be despatched for the above Ports TO-MORROW, the 12th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers,
Hongkong, 11th November, 1896.

FOR NEW YORK, VIA SUEZ CANAL.
THE "Milburn" Line Steamer.

"PORT PHILIP,"
Captain Smith, will be despatched for the above Ports TO-MORROW, the 12th instant, at Noon.
To be followed by
"MOGUL,"
Line Steamer.

"MOGUL,"
on the 14th November.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 11th November, 1896.

"SHIRE" LINE OF STEAMERS.
FOR YOKOHAMA.
THE Steamship.

"RADNORSHIRE,"
Captain F. Davies, R.N.R., will be despatched as above on or about THURSDAY, the 12th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 4th November, 1896.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOI AND TAMSUI.
THE Company's Steamship.

"FORMOSA,"
Captain Robson, will be despatched for the above Ports on FRIDAY, the 13th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers,
Hongkong, 10th November, 1896.

FOR ILOILO.
THE Steamer.

"SKULD,"
Captain Rufen, will be despatched for the above Port on FRIDAY, the 13th instant, at Noon.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 10th November, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.

"CHINGTU,"
Captain Innes, will be despatched on SATURDAY, the 14th November, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 30th October, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN (DIRECT).
THE Company's Steamship.

"NANCHANG,"
Captain Finlayson, will be despatched as above on SATURDAY, the 14th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th November, 1896.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)
STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship.

"GISELA,"
Captain Griseone, will leave for the above places on MONDAY, the 16th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents,
Hongkong, 10th November, 1896.

SAILING VESSELS.
FOR NEW YORK.
THE 3/4 A.L. 3/4m. American Ship.

"WILLIAM H. SMITH,"
Wilson, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 10th October, 1896.

FOR SAN FRANCISCO.
THE 100 At British Ship.

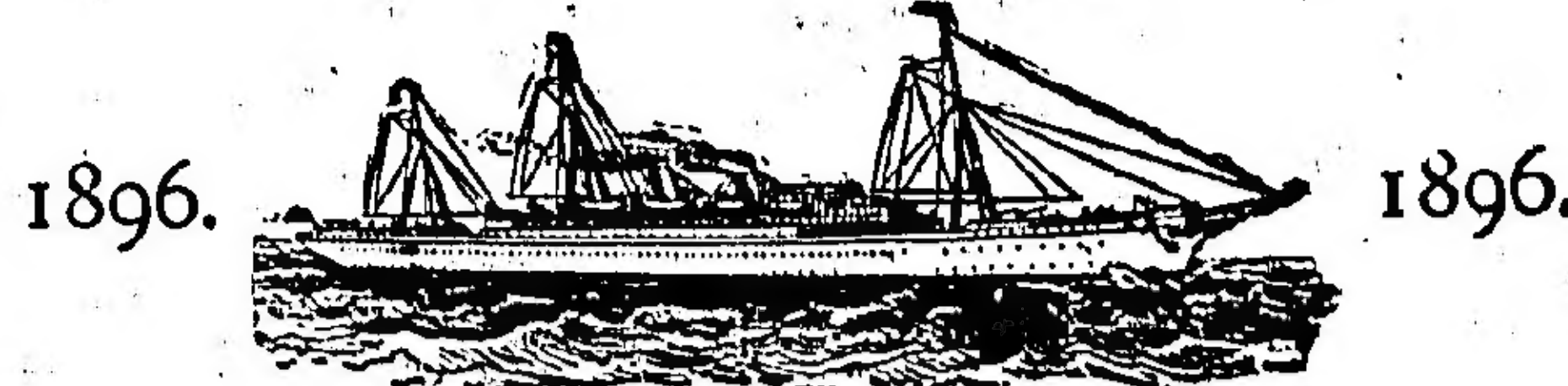
"CLAN MACFARLANE,"
Templeton, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 9th October, 1896.

FOR NEW YORK.
THE L.L.I. American Ship.

"WILLIAM J. ROTCH,"
Captain S. Lancaster, is loading for the above Port, and will have quick despatch.
For Freight, apply to
ANDERSON, KARRER & Co.,
Agents,
Hongkong, 12th October, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



1896. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O.P. Marshall, R.N.R...WEDNESDAY, 13th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 23rd December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 20th January, 1897.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street,
Hongkong, 28th October, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 24th Nov., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 10th Dec., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 24th Dec., at Noon.

THE Company's Steamship "BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 24th November, 1896, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent
Hongkong, 5th November, 1896.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMAN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DADLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 11th May, 1896.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.
HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Braemar	3.501	Tuesday	Nov. 17.
Tacoma	2.549	Tuesday	Dec. 8.
Victoria	3.167	Tuesday	Dec. 29.
Olympia	2.608	Tuesday	Jan. 12.
Braemar	3.501	Tuesday	Feb. 9.

THE Steamship

"BRAEMAR,"
Captain E. Porter, sailing at Noon, on TUESDAY, the 17th November, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents,
Hongkong, 9th November, 1896.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "KHEDIVE,"
Captain S. G. D. Andrew, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 19th November, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. India, leaving that Port on the 12th December, for London direct.

Bills and Valuations, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 5th November, 1896.

NORDEUTSCHER LLOYD.

NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen	.....	Tuesday	8th Dec.
Bayern	.....	Tuesday	5th Jan.
Prinz Heinrich	.....	Tuesday	2nd Feb.
Preussen	.....	Tuesday	2nd March.

ON TUESDAY, the 8th day of December, 1896, at 4 A.M., the Company's Steamship "SACHSEN," Captain ... with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and Genoa.

Shipping Orders will be granted till Noon on SATURDAY, the 5th Dec. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 7th Dec. and Parcels will be received at the Agency's Office until Noon on MONDAY the 7th Dec. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Luen can be washed on board.
For further Particulars, apply to
MEYER & Co.,
Agents,
Hongkong, 11th November, 1896.

Printed and Published by CHESNEY DURCAN at No. 4, Paddis Street, in the City of Hongkong.